



2002-4



JOURNAL OF THE SHIPS-IN-BOTTLES ASSOCIATION OF
AMERICA INC.

The Bottle Shipwright

THE BOTTLE SHIPWRIGHT is the journal of the Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships in bottles.

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The Bottle Shipwright

Volume 20.

Number 4.

ON THE COVER: Season's Greetings BACK COVER: two new additions to Herb
to all. From us. Artwork by the Prez. Manley's Collection.

TABLE OF CONTENTS

Plans for Refrigerated Motor Vessel "Marva", by A. Rogerson-----	3.
Building SIB's the Old Way, by Hector Sepulveda-----	4-5.
Making Hinkley Hinges, With a Preac Table Saw, Chris Fowler-----	6-9.
Profiles, Meet Terry Butler,-----	10-11.
Spindrift by Frank Skurka-----	12-13.
Modeler's Lexicon by Frank Skurka-----	14.
Books "The Period Ship Handbook" from Frank Skurka-----	15.
From The Members-----	16-19.
Notes from the Membership Chairman by Don Hubbard-----	20-21.
E-Mail Addresses, inside the back cover.	
Woods and Possible reactions to the sanding dust.-----	6.
from The Penna, Delaware Valley Wood Carvers Newsletter.	



THAT IS ALL!

.....ATTENTION ON DECK! THIS IS THE CAPTAIN!!

Finished a topsail schooner in a 40Watt hi-density light bulb (even Planked the deck) and am now working on a three master for my in laws. They just had a new house built so I went and copped a hunk of scrap wood to make a ship which I hope to be able to give them in a bottle for christmas.

Once again I want to wish each of you a very happy Holiday Season. It is my hope that in the New Year we will all be able to continue to build our ships in a world at peace.

HIT THE BOTTLE

Jack

MINI BOTTLESHIP DOG AND PONY SHOW

Our Jack Hinkley is Honorary Manager his High School track and cross country teams. Near the close of the cross country season this year the coach asked Jack if he would bring some of his collection of bottleships and, after a practice, give the kids a short talk on building bottleships. Jack provided the ships and a forty-five minute talk to about thirty members of the team. After the kids had departed the coach told Jack that he had never before seen thirty high school students sit absolutely quiet for an hour.

Speaks well for bottleships.

NEWS FLASH.....They caught the thief that robbed the pharmacy of it's entire stock of Viagra. Seventeen women appeared at the police station to bail him out!!!

Jack

Send Material for the Editor to-----
5075 Freeport Drive, Spring Hill, Fl., 34606.
E-Mail-bt1shprt @ innet.com.

Ray Handwerker



I find it hard to believe that this issue ends 12 years as editor. You would think I had it down to a science by now. Yeh, right!! Now about that bridge you want me to buy.

I must apologize to any of you that sent e-mails to me over the last 4 or 5 weeks. I performed an illegal operation with my computer. (I turned it on) and it died. It's finally back working (I think) but we had to delete over 650 spam e-mails. One of them probably had the virus that killed it.

Anyhow- Nancy and I would like to wish you all a Happy, Safe , and Healthy Holiday Season. And I would like to Thank all of you that sent in everything you find in this journal.

Now lets refill those bottles.

WELCOME ABOARD NEW MEMBERS.

Jim Hopkins, 84 Harvard Road, Pennsville, New Jersey . 08070
Bradley C. Howard, Sr., P.O.Box 143, Maybee, Michigan, 48159-0143

ADDRESS CHANGES.

Col. Robert C. Diehl, USA (Ret), 1414 Continental Dr. #1102
Chattanooga, Tennessee, 37405.
Joe Meehan, 6912 E. Silver Saddle Rd. Flagstaff, Arizona, 86004.

If I missed anyone, my apologies, and drop me a line for a correction in the next issue.

B. de Jongste
13 Van Noordslaanstraat
2582 RA THE HAGUE
Netherlands
E-mail: bobdejongste@wxs.nl

The Hague, 30 august 2002

Dear Ray,

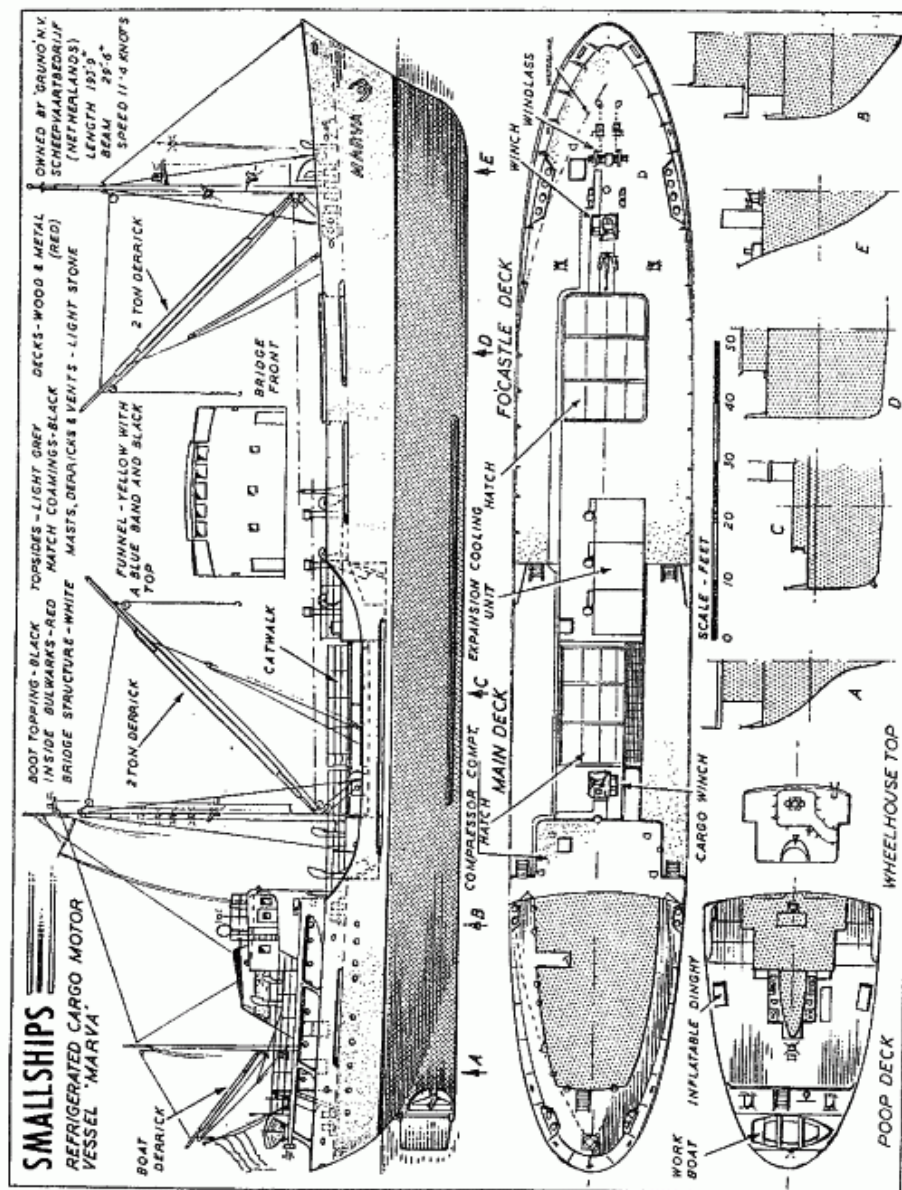
I am just back from the Red Cross Hospital where I stayd for about 10 days after having suffered from a subdural hematome (I don't know the English word). I could not speak at all but they drilled a hole in my skull and it is now slowly coming back, although it may take several months, before it is normal again. My memory is failing for the time being, but we will fight against it.

As a matter of fact, I hope to be back soon again!

Love to the family and take care of yourself!

Sincerely yours,

Bob



From the Alan H. Rogerson Collection of Ship Model Plans

Building Ships in Bottles the Old Way: At Sea

One month is a long time to spend at sea. Previous trips had lasted at most 14 days. However, when the chance to participate in a cruise to the West Antarctic Peninsula came up, I was ready to make any sacrifice to be able to participate. A group of professors at the Ocean, Earth, and Atmospheric Sciences Department of Old Dominion University, where I study oceanography, were in charge of the hydrographic measurements of the area. The idea is to understand the Antarctic Oceanic environment and the interaction of the living resources (from algae to whales) there. The project is called Southern Ocean GLOBEC and more details about it can be found at the following website http://www.ccpo.odu.edu/Research/globec/main_cruises02/nbp0202/menu.html.

We traveled in the research vessel/ice breaker, Nathaniel B. Palmer. Named in honor of one of the earliest American Antarctic explorers. The ship had many recreation facilities to keep the crew happy, but I was determined to go back to the old ways, to make a ship-in-bottle (SIB) at sea.

I first had to decide on what tools and materials to take. Since luggage space was limited I decided to fit everything into an old case for acrylic paints ($\approx 5 \frac{1}{2} \times 12$ inches), from x-acto blades to thread, brushes and cold glue. The list of tools would be too long to include in this article. The major difficulty was in finding a small version of a glue-all bottle and it was very useful to have read in a previous volume of "The Bottle Shipwright" an article about the Mini Wax stain markers to dye the wood. Also, to save on space the only acrylic colors included were blue, black, white, and brown. I thought a great deal about the ideal minimum set of tools and materials that can be used to build SIBs. I thought too of the old sailors who were very resourceful considering they had little to work with and also of the prisoners from WWII who made SIBs. I guess each of us have a favorite set of tools that can be carried and used while on vacation, or knows of the portable miniaturized version of a commonly used tool. It would be great interesting to hear about them, as a good list would be useful to those who travel a lot.

You can always picture the sailors building their SIBs on the deck of the ship when they are off duty. In this case it had to be different since the temperatures in Antarctica most of the time were at or below freezing point. It was especially cold towards the end of our trip and it was not possible to stay outside for more than three minutes without the chilly air piercing any uncovered portion of your body. All the work was therefore done in my stateroom. A fellow Chilean working in the kitchen generously provided an empty glass bottle. For this and other obvious reasons I cannot stress enough the importance of having friends in the kitchen, thank you Alejandra!

The first SIB was inspired by a poster of a generic sailing boat that was in one of the labs. My skills are still very limited in making SIBs but patience and long hours allowed me to produce a nice model. This SIB ended as a gift for one of the crew members who strolled all the decks of the ship generously offering chocolates to those who he met. For obvious

reasons he was known as the "The Candy Man" and it seems as if he was with this small "thank-you" from us.

After procuring a second glass bottle by pouring a lot of sauce on my meals, I decided to change the scope of my models. I had done mostly "big" ships like the Constitution, but the fact that I needed a small sized model to fit in the neck of this bottle did not allow for much detail, at least with my level of skills. So this time I decided to do a small sailing boat, something similar to an FJ like the ones used in sailing center at my university. I had taken a couple of sailing classes there, so the shape and details of the boat were somewhat familiar to me. I found a new pleasure by being able to produce a new level of details in the SIB.

One of the traditions of the Antarctic trips is the Antarctic Circle Ceremony, hosted by King Neptune and his court to try all those who, for the first time, dare to cross the southern end of his realm and cross the 68 ° south latitude. My secret hope was to have been able to appease Neptune's rage with this tribute and I did present the finished SIB to His Majesty during the ceremony. However, that did not save me from being soaked, covered in flour, and other rituals appropriate to this ordeal. Maybe I should have done Shackleton's Endurance, who knows.

After a fantastic adventure in The Ice, as some people call Antarctica, I ended with a great deal of pictures, more enthusiasm for SIBs, and a small set of tools and materials that I can carry almost everywhere and make SIBs in my spare time. Maybe later I can figure out a way to get off a transcontinental flight with a SIB fresh from the oven, for our host. A SIB while in flight... that would make an interesting article.

Cheers,
Hector Sepulveda.

We get this Christmas fruit cake recipe from the
Mid-Hudson Carvers.....

INGREDIENTS

1 cup water	1 tsp baking soda
1 cup sugar	1 cup brown sugar
4 large eggs	8 oz. nuts
2 cups dried fruit	juice of 1 lemon
1 tsp salt	<u>1 BOTTLE WHISKY</u>

METHOD

1. Sample whisky to check for quality
2. Take a large bowl. Check whisky again. To be sure it is of the highest quality, pour 1 level cup and drink. Repeat.
3. Turn on the electric mixer. Beat 1 cup of butter in a large fluffy bowl. Add 1 tsp sugar and beat again.
4. Make sure whisky is still O.K. Cry another
Tup.

5. Turn off the mixer. Break 2 eggs and add to the bowl and chuck in the dried fruit. Mix on the turner.
6. If the fried fruit gets stuck in the beaters, pry loose with a drowscriver.
7. Sample the whisky to check for consistency.
8. Next sift in 2 cups of salt or something - who cares?
9. Check the whisky.
10. Now sift the lemon juice and strain your nuts. Add 1 table. Spoon. Of sugar or something. Whatever you can find. Grease the oven.
11. Turn the cake tin to 350 degrees.
12. Don't forget to beat off the turner. Throw the bowl out the window.
13. Check the whisky again and go to bed.
"Full of festive cheer!!"

Making Hinkley Hinges with a PreacTM table saw

Before starting:

- Select straight bamboo sticks.
- Cut several (I make 15-20) tenon blanks approx. 5.0-6.0 inches long.
 - It is much easier to handle longer sticks and cut them off after,
 - than it is to use finished length pieces.
 - Use a blade thickness that is 1/3 the diameter of the Masts.
- Round all the blank bamboo stock to the exact same diameter.
 - This is extremely important when cutting the tenons.
 - Failure to do this will not produce consistent thickness tenons.
- Setting the "blade depth" and "fence stop" are trial and error.
 - Several sacrificial pieces are required before they are right.
- It takes practice so don't get discouraged.
 - I used to trash about 50% of my blanks when I started.
 - Now I can make 20 good hinges in about 2 hours.
 - Good luck and have fun.

Chris Fowler 10/29/2002



Never say no to a good dust mask. A worthwhile investment is a box-type dust collector to sit on your workbench, especially if you work with a Fordom tool or a hand-held grinder. Most dust collectors have a furnace type filter which is too coarse to do a job on fine wood dust. A good tip is to cut a section out of the leg of pantyhose and enclose the filter in it. Once installed, it will filter out fine wood dust which can be easily cleared with your shop vac.

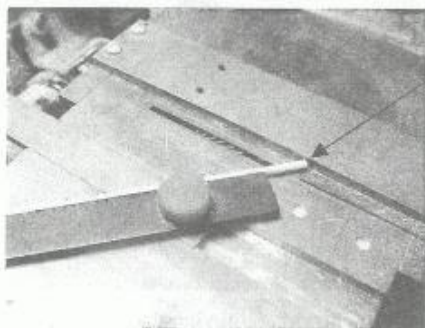
In addition to wood dust, molds frequently trigger reactions. One actually grows in wood that is extremely potent. This mold lives happily in many hardwood trees, especially favouring maple and birch. It's responsible for the marbling spalting that wood turners prize, the dust of which, when breathed, can lead to severe respiratory problems.

Be wary of cutting or sanding creosoted or chemically treated woods. All such woods should be cut or sanded prior to treatment. Breathing such dust is especially harmful to the respiratory system. Shown below is a partial list of woods and the problems they may cause.....

<u>Wood Species</u>	<u>Symptoms</u>	<u>Wood</u>	<u>Symptoms</u>
Alder	Dermatitis	Poplar	Asthma, Dermatitis
Mahogany	Skin irritation, Giddiness	Redwood	Asthma, Dermatitis
Black Cherry	Wheezing, Giddiness	Rosewood	Asthma, Dermatitis
Cocobolo	Asthma, Dermatitis, Nausea	Sweet Gum	Dermatitis
Douglas Fir	Dermatitis, Nasal Cancer	Sumac	Rash, Blisters
Ebony	Dermatitis, Rash	Obeche	Asthma, Sneezing,
Padauk	Asthma, Dermatitis	Teak	Dermatitis, Conjunctivitis
White Cedar	Dermatitis	Yew	Dermatitis, Headache,

6 .

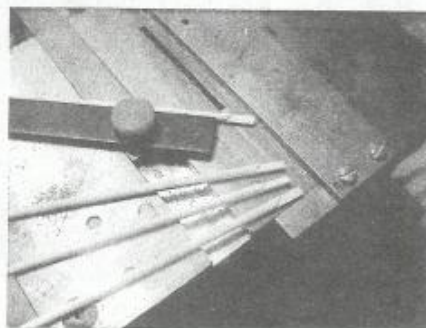
In addition, many woods from tropical countries have adverse affects on the respiratory systems.



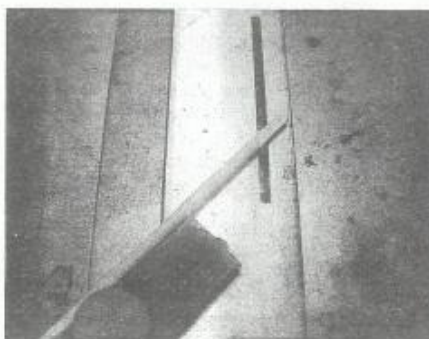
Run the mast blank through the blade several times (nibbling the bamboo off) until you have touched the fence.

0.30

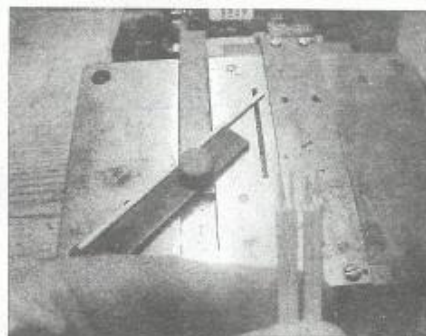
1. Set the depth of the blade so that it is 1/3 of the diameter of the mast. Set the "T" to 45°. Set the fence to approx. 0.30 inches from the blade.



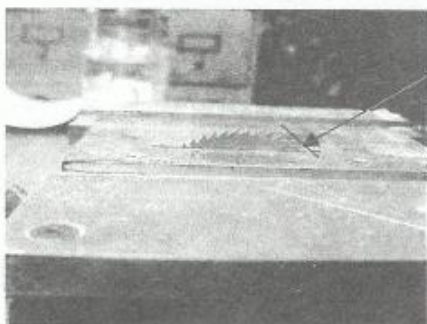
2. Repeat for all the mast blanks as shown



3. Change the angle of the "T" to -45°. Cut the other side of the tenon in the same manor as in steps 1 & 2.

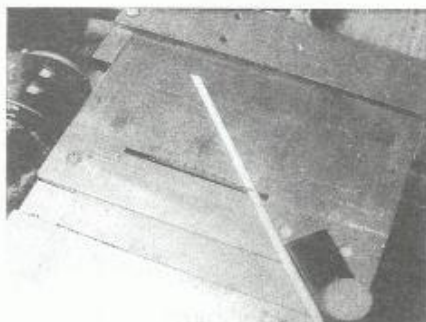


4. It is very important to keep the mast blanks from rotating while you are nibbling. If it rotates the tenon will not be parallel.



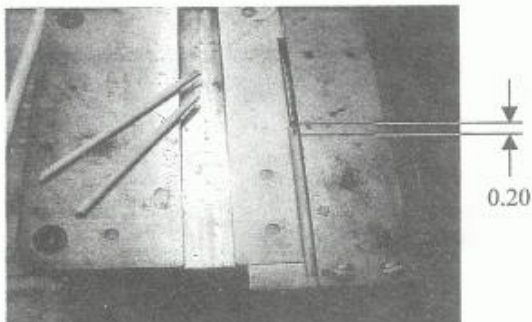
The blade curvature will cut an angle of approx. 45° for the groove in step 7.

5. Set the blade as high as it will go.

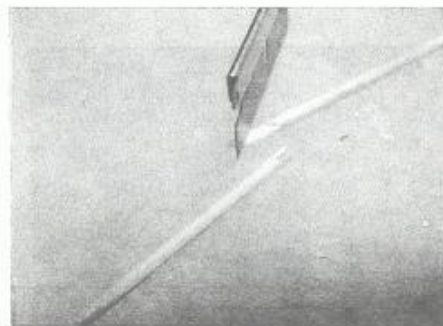


6. Cut several groove blanks at 45°. Cut as many blanks as you have tenon pieces.

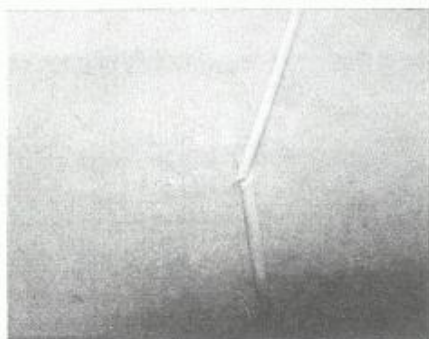
7.



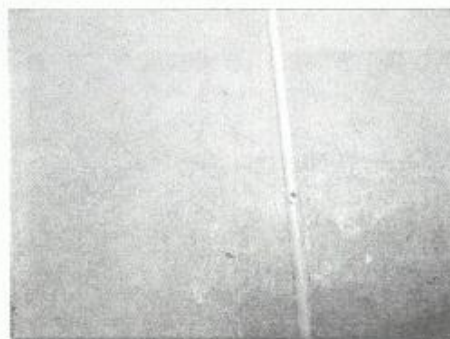
7. Set the fence to exactly cut down the middle of the blanks. Cut the groove with the 45° pointing up. Stop at approx. 0.20. I put a pencil line on the fence at that distance.



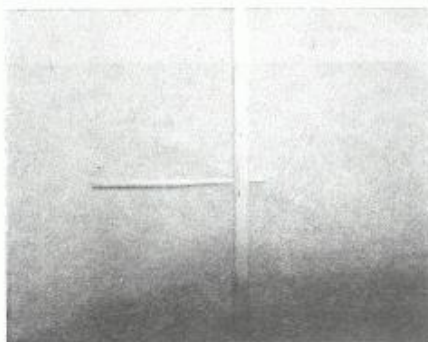
8. Cut the tenon, a little long, at 45° as shown.



9. Fit the two pieces together to see how much you need to trim. Keep trimming the tenon until you get a good tight joint.



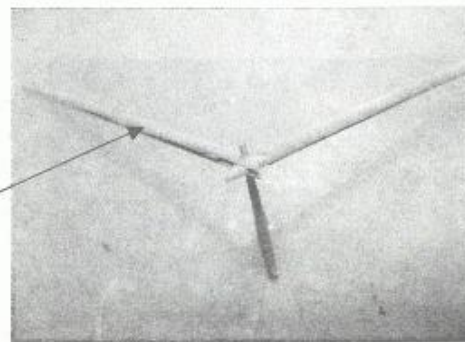
10. Hold the two pieces as tightly as you can while drilling a hole for the pivot pin. The diameter of the hole should be approx. 1/3 that of the masts' diameter.



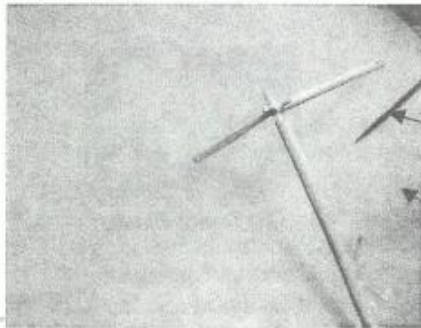
11. Carve the end of a piece of bamboo so it is round and the same diameter as the hole.

8.

Excess to be trimmed in step 15.



12. Open the hinge to see if the pin is too loose. The pin should fit snugly so carve another if it fits loosely.

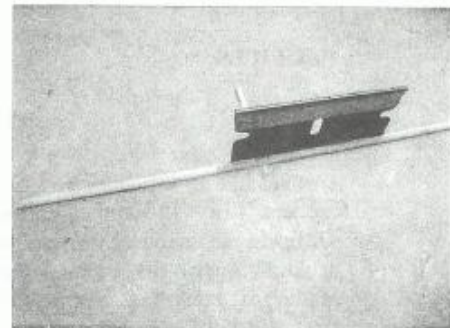


Needle with a small amount of super glue.

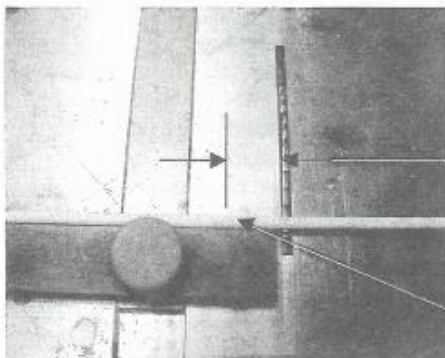
Dip the needle in a couple of drops of super glue on the cutting board.

13. Apply a small amount of super glue to the Pivot pin using a needle as an applicator.

Important: Keep opening and closing the hinge until all the super glue dries!



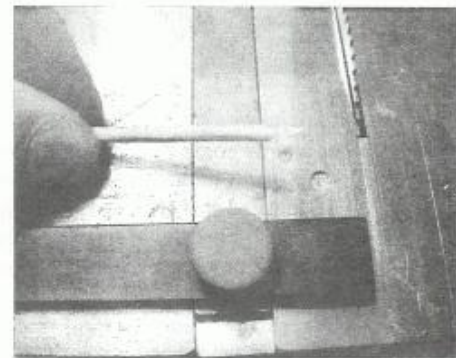
14. Cut the excess pivot pin off with a razor blade. Sand smooth



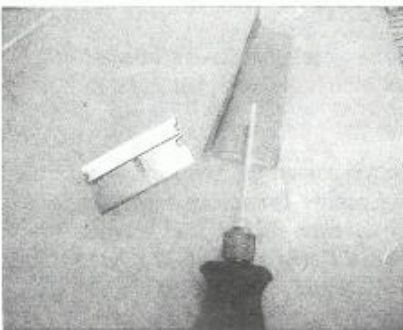
Approx.
0.38

Pivot pin

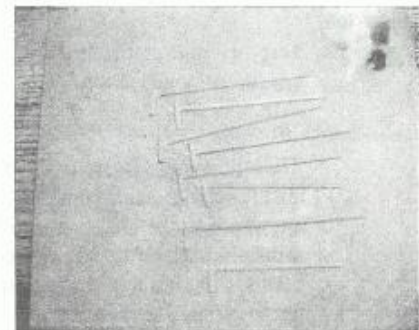
15. Cut the mast off approx. 0.38 from the pivot pin. Cut the other side to length per the plans.



16. Drill a hole in the bottom of the mast. Be careful not to drill through into the tenon.



17. Taper the mast using a Dremel and fine grit (220) sandpaper.



18. Finished Hinkley hinge masts.

PROFILES

MEET TERRY BUTLER



The Butler Family

I would like to introduce you to Terry Butler one of our few lady ship bottlers. Terry is a major enthusiast for our arcane art form, and as you will see below, an innovator who has added a new dimension to our work. I first spoke to Terry a few years ago when she called to get some further directions in bottling after reading my book. I was surprised at first, but her questions were intelligent and sincere, so I took the time to explain what needed explaining. Two or three phone calls later I realized that I had a genuine and creative builder on hand and one who could still find questions to ask despite her (by then) accumulated experience. A good sign.



You have already met Terry if you received *Bottle Shipwright* 2001-4. She was featured there as the centerfold in that issue. The same issue was graced by a color layout on the back cover which showed an array of her ships-in-watch covers, an innovative new approach to encasing our miniature vessels for display.

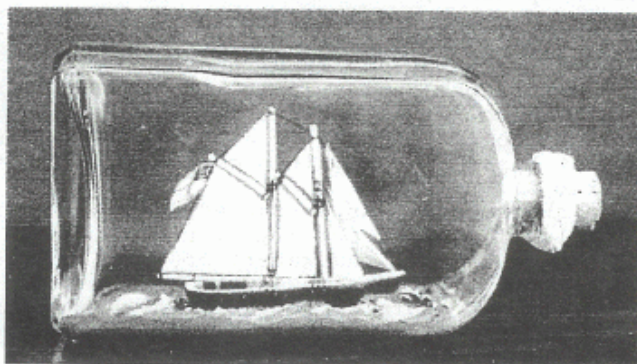
Terry lives in Kingsport, Tennessee, with her husband Buck. They were married thirty years ago, this December, after meeting in Spain where Buck was stationed during a portion of his Air Force career. On retirement they settled in Buck's home town of Kingsport, TN, raising their family of three sons and becoming a part of the community. Terry is an avid housekeeper and a dedicated crafter beyond her ship-in-bottle expertise. She has just finished a 1970's kit model of the ship *Flying Cloud* and she will duly note in her e-mails that she has just finished baking for the family or canning seasonal fruits and vegetables or making Christmas presents or whatever. In short, she is a dynamo - always on the go and always enthusiastic about her current projects.

Her youngest son, Aaron, is in the Air Force and a trained pararescue jumper. He had us all worried when his group transferred to the Philippines to aid in the search for the Philippine insurgents. He had the very unpleasant experience of jumping into the water to retrieve the bodies of one of his squadron's downed helicopters. Ten people were lost in this accident but only three were initially found. That tour of duty and the experience awarded him promotion to Staff Sergeant and further training in his specialty back in the United States. He has now been designated a Jumpmaster and is back in the Far East running training missions.

Terry's middle son, Curtis, works for Walmart in Kingsport. He and his wife Angie have a little red headed baby girl, Callie, who will turn one just before Christmas. Callie is the only grandchild to date.

The eldest son, James, works for Comair/Delta and because he is as yet unmarried, Terry and Buck are allowed the same standby flight benefits a spouse would normally receive. This means free flights anywhere in the US on a standby basis and very reduced fares for overseas flights. They use this mileage whenever vacation time allows Buck to travel and run off to different parts of the United States, often on a moments notice. Terry's accounts of these vacations make fascinating reading because they are spur of the moment decisions and often no hotels have been arranged and even car rentals can be iffy. On the last trip they ended up in Billings, MO at the same time that three large

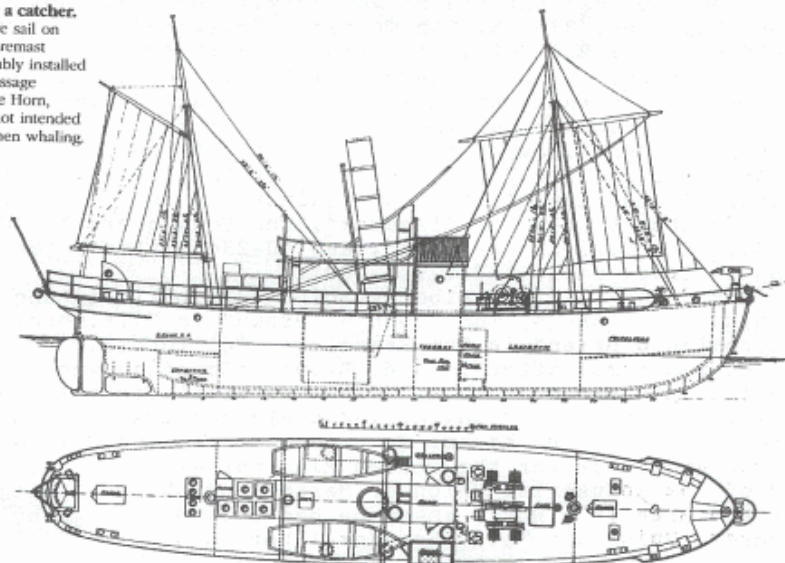
conventions were being held and they ended up sleeping in their rented car just a few miles from Little Big Horn. You can tell by that episode alone that Terry is a resilient lady and ready to accept any challenge that comes along. Need I say it? What better quality can a ship-in-bottle builder possess? We are proud to have her as one of our members.



Terry Butler's First Bottled Ship - August 1999

Plans for a catcher.

The square sail on Orion's foremast was probably installed for her passage around the Horn, and was not intended for use when whaling.



Plan for the Whale Catcher, Orion

SPINDRIFT BY F.J. SKURKA

Model Expo, like many other companies, this time of year, is running a sale which lasts until March 31st. 2003; many good buys are offered.

Model Shipways historic marine paints developed by Ben Lankford, the well known modeler, are specially formulated for ship modelers. These are high quality acrylic based paints which can be thinned with water, thinner or alcohol and clean up easily with water, making them ideal for air brush use. Brushed or sprayed, they dry flat with good grain structure and a smooth finish. Available in 36 colors, a full 1 ounce bottle costs \$1.99.

Also available are Humbrol's new super enamel paints which are superior for a smooth, durable enamel finish in 151 standard colors. Pigment size and consistency is so fine, it is perfect for both paint brush and air brush application. No clogging, lumps or grit. These paints produce flawless results. Solvent based, these paints come in ½ ounce tins and cost \$1.69 each, down from \$1.99.

Minwax, the finish company, has partnered with Model Expo to offer wood stains for models. These are pre mixed, ready to use, water based wood stains, which clean up with soap and water, dry fast and are safe and easy to use. The 1 ounce bottles are designed with wide necks. Stains can be thinned with water. Vermont Maple is suitable for running rigging and wood structures; slightly reddish it can be used to simulate mahogany.

English Oak is a light tan stain for decks and running rigging; it looks like new manila line. Colonial pine is a light brown stain suitable for railings and decks and running rigging lines. All three of the above are used for natural finished masts and spars. American Walnut matches Basswood to natural Walnut. Also available is pre-stain wood conditioner for even penetration and low grain rise and polycrylic finish, a clear protective, fast drying water based, soap and water clean up material, which is a good top coat for stains and acrylic paints. These all cost \$2.49. Model Expo Inc. 3850 N. 29th Terrace, Hollywood, FL 33020. Phone: 1-800-222-3876, Fax: 800-742-7171. Both are toll free.

If you're interested in Military, Political, and Social History of the 20th Century. International Historic Films Inc. P.O. Box 29035 Chicago IL 60629, has an extensive catalog of a wide variety of tapes covering wars, military subjects, aviation, weapons, naval topics and similar subjects. Of interest, are VHS tapes such as; "Sink the Bismarck", "The Gulf of Danzig German Again", "U-Boat against the Enemy", "Gorch Fock", "The Search for the Battleship Bismarck", "The Scharnhorst", "Die Kriegsmarine", "Suicide Missions: U-boats", and "U-234 Hitler's last U-Boat", The catalog is free, call: 1-773-927-9091.

During World War II, 2751 Liberty Ships were built in the U.S.A.; Two remain as Historic vessels, The "John W. Brown" in Baltimore, Maryland and The "Jeremiah O'Brien" in San Francisco, California.

The Brown was named after John W. Brown a Canadian who became a U.S. citizen in 1896 and became a well known industrial labor leader. He firmly believed that only by unionizing could workers get improved wages and working conditions. He became an organizer for the United Brotherhood of Carpenters and later for the United Mine Workers. In 1934 he established Local no. 4 of the Industrial Union of Marine and Ship Building Workers of America at the Bath Iron Works where he had worked as a young man. He was also a Teacher, Guide and Motivator for labor causes. He died in 1941.

The Jeremiah O'Brien is named after a Machias, Maine Lumberman, who on June 12th 1775, fought and won the first sea battle of the revolutionary war, a few weeks after the battles at Lexington and Concord. In May 1775, British General Gage sent two Sloops and an armed Schooner to commandeer a load of lumber for the British Garrison in Boston.

SPINDRIFT -continued

Entering the harbor, the schooner commanded by a haughty Midshipman was surprised to find O'Brien and some 40 loggers on the wharf. The midshipman directed the sloops to tie up and held the schooner off when he hailed to learn what the crowd wanted. O'Brien replied "Surrender", the British laughed as they were armed with 7 guns and stood off to the harbor entrance.

O'Brien and his men seized one of the sloops, gave chase and at the harbor mouth shot up the British with musket fire. Then, on board the sloop "Unity" O'Brien came along side the armed "Margaretta" and in fierce hand to hand combat, defeated the British, took down the flag of King George and raised a new flag of white with a green pine tree and the legend "An appeal to Heaven".

The windship "HMS Bounty", which was used in the 1960 motion picture "Mutiny on the Bounty", is now home ported and berthed in Greenport, New York on the Eastern end of Long Island. It is expected to be the center piece of the harbor's activities. The ship is 169 feet sparred (to the bowsprit) has a 30 foot beam, a 130 foot long deck and draws 13 feet of water. Marlon Brando who starred in the movie was said to be responsible for saving the vessel from the breakers after a promotional tour for the movie. Mr. Robert Hansen of East Setauket, her owner, is looking for a crew of people willing to work on restorations. Interested ??

Call (631)588-7900.

The Long Island Maritime Museum, West Sayville, New York. is restoring the 60 foot Oyster sloop "Priscilla", which will be returned to her original design as a Gaff rigged sloop. She is the oldest and only sailing work boat and a survivor of the Great Southbay Oyster Fleet, having been built by Elisha Saxton on the Patchogue River in April 1888. From that launch date until 1963, she was operated by several Long Island and Connecticut Oystermen who spoke of her as "Fast, Able, Smart" and a "Money Maker" because she could dredge in both light and heavy winds.

From 1963 to 1976, she was used as a cruising sailboat running between Maine and the Bahamas. In 1986, she participated in Op-Sail in the Tall Ships Parade in New York Harbor. Traditionally her hull is wood (Fiber-glassed) has a 60 foot length overall, 40 foot on deck, a 14 foot beam and draws 4½ feet. She is listed as a historic vessel and by the State registry of historic places and national registry is pending.

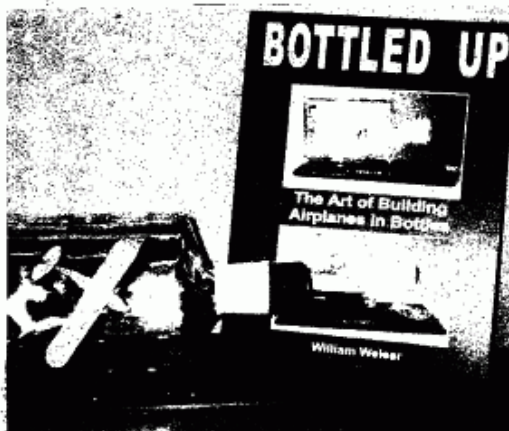
For morning colors, on September 11th. 2002, all U.S.Navy ships began a new custom of flying the Navy Jack instead of the Union Jack, for the duration of the terrorist war. The Revolutionary War-era Flag shows a rattlesnake, superimposed, across thirteen red and white stripes, with the motto "Don't Tread On Me". The Union Jack is the starred blue flag (representing the union of the ensign, U.S. national flag flown at the jackstaff of a ship when not under way). The jackstaff is a vertical spar at the stem to which the jack is hoisted.



Left. Capt Ralph
Tucker
At Port Huron Mi.
27 May 2002
Photo sent by
Joe Barr

MODELER'S LEXICON BY F.J. SKURKA

- BRIG** : A two masted sailing ship, square rigged on both masts.
- BRIGANTINE** : A two masted sailing ship square rigged on the fore mast and fore and aft rigged on the main mast.
- BRIGHT WORK** : Varnished teak or wood work on ships and boats.
- BREACH** : The action of the sea in very rough weather when it breaks completely over the ship (a clean breach)also when a whale leaps clear of the water.
- BREADTH** : The correct term for the measurement of a ship's width.
- BREADTH LINE** : A naval architecture term in plans and drawings which is a line drawn from one end of the ship to the other along the top ends of the pieces which make up the ribbed frame work of a wooden vessel.
- BREAKER** : A broken sea (wave) that has been tripped by shoaling water; also a water cask in a ship's boat.
- BREAMING** : Cleaning a ship's bottom with a torch.
- BREAST** : To meet the sea; to breast off a boat from a pier of vessel is to fend her broad off; a ship may be breasted off to allow a lighter on the pier side.
- BREAST HOOK** : A plate structure in a steel ship fitted inside the hull near the bow to give local strength to the shell plating.A horizontal knee in a wooden vessel set in the bows of a boat as well as a vessel.
- BREAST BACK-STAYS** : Part of the standing rigging of a sailing ship; The standing rigging is a system of ropes and lines designed to support the masts, The breast backstays being those lines which lead from the top of the mast down to the edge of the deck on either side which lend support to the mast against the wind.
- BREAK GASKETS** : Also known as bunt gaskets which are those located in the middle of the yard. The yard is a horizontal spar from which the sails are hung on a square rigged sailing ship and the gaskets are short lengths of line which tie up the sail when it is furled against the yard when not in use.
- BREAST WORK** : The name given to the railings and banisters which enclose the short decks at each end of a sailing vessel to prevent the crew from being washed overboard.



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BOOKS

BY
Francis J. Skurka

THE PERIOD SHIP HANDBOOK.
by Keith Julier.

This is a soft covered 8½"x11½" book written about kit ship models, one of the few books that do this. With 199 pages and over 345 photographs and illustrations, the author shows the construction details and techniques for building a wide variety of static ship models, ranging from the relatively simple to the highly complex and each has featured as the basis for an article in "Model Boats" magazine.

A chapter on techniques summarizes the procedures for planking, rigging and fitting out, all of which are also described in a varied and specific manner during the construction of each model.

All models described were made from commercial kits without the facility of a sophisticated workshop.

The models described and detailed included: The first rate "Royal William" 104 guns, The Thames barge "Will Everard", The "Faroes Yawl F.D.10", The American topsail schooner "Hannah", The French Goelette (brigantine) "Latoulonnaise", The Brandenburg Frigate "Berlin", The Spanish Man-O-War "Sanjuan Nepomuceno", The U.S. Frigate "Constitution", The American whaler "Charles W. Morgan", A square sterned whale boat and New Bedford whale boat.

The book shows a lot of detail and can be purchased from the U.S. Naval Institute Press who publishes it for \$35.00

U.S. Naval Institute Press. 2062 Generals Highway, Annapolis, Maryland. 21401-6780.

Originally published in 1993, it was reprinted in 1996.

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Dear Ray,

At the suggestion of Pat Labistour of England, I'm writing this letter to you.

As you know, Pat has given up the making of kits for Ships in Bottles. I am left with approximately 16 video's (Americanized) and 3 of the books by her late husband on how to do it. She said I should ask you to put this information in the next magazine.

I'll offer the video's at \$10.00 ea. a markdown from \$22.00 and the books for the same. A markdown of about \$6.00 ea.

Do you know of any other company, here or abroad, that makes kits similar to Pat's? I'd appreciate letting me know if you do. I sold all of the kits in a very short time on the internet on our web sight.

I knew she was going to stop making them due to her age and her space being taken away.

Any help greatly appreciated Refer to our 800 # to contact me or my wife Amy.

Sincerely yours,

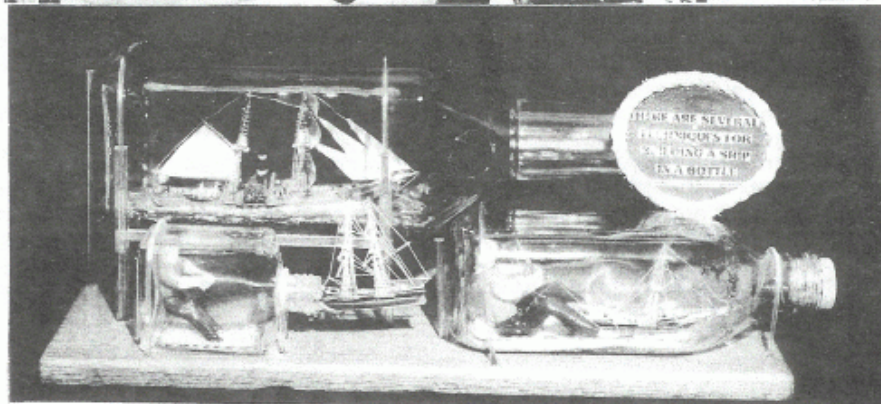
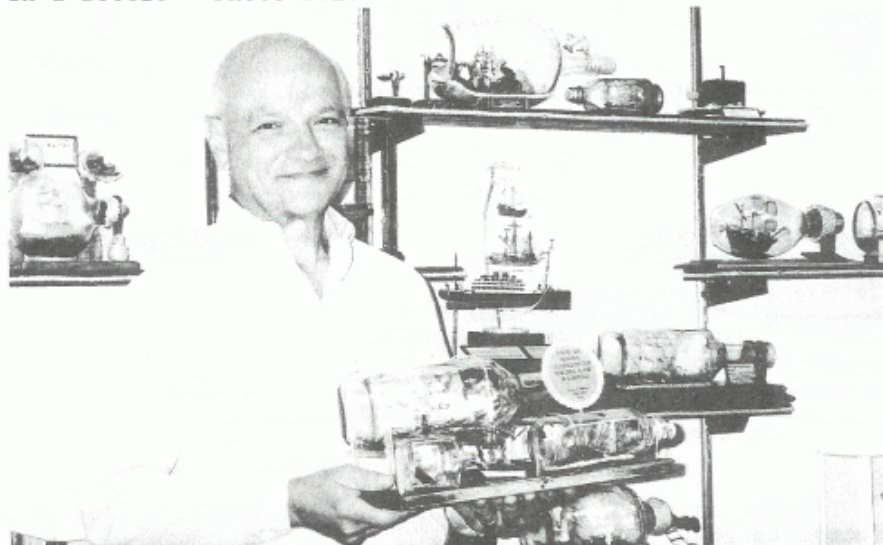
Dudley B.Fay

15.



The two new members we welcome with this issue, Jim Hopkins of Pennsville, New Jersey, is about half finished with his first Sib. And Bradley C. Howard, Sr. of Maybee, Michigan, had built three in 1972 but now collects them. Well welcome aboard gentlemen and remember that this is your journal. It is about you, what you do and how you do it. If you have a different/faster/easier method of building, or a tip or helpful hint, or source for materials, better materials or need help. Let us know and we will try to help. And send in those articles and photos of your work, we will be happy to show them in the Bottle Shipwright.

Member Burton D. Reckles of Sugar Land, Texas, who won the "Peoples Choice" Award at our Conference at the Dossin Great Lakes Museum in 2001 has been honored by having it placed in the permanent collection of the Smithsonian National Museum of American History, in Washington DC. The Award was for his display "Several Techniques for Building a Ship in a Bottle" Photo below.





Dear Ray, Shinzo and Alan,

A couple of weeks ago, at a birthday-party of a friend of mine, I met his brother-in-law. This man happened to be a singer in a Chanty-choir (they sing old and new sailors songs) in Schagen in Noord-Holland (a province in the NE of the Netherlands). During our conversation we came to speak about bottleships. Than he told me that they had a song about bottleships in their repertoire.

I told him that it would nice to publish the text in Welkom aan Boord. He sent me the text.

Maybe You are interested in putting it in your magazine as well.

Here it is.

Enjoy it. I did!

Met vriendelijke flessegroet
(with kind bottleship greetings)
Hans de Haan

BOTTLESHIPS

A song for Shanty-choir by Ken Stephens

*Refrain: Little ships that sail in bottles,
who can never feel the wind.
Little ships with glass horizons,
put there by the hand of man.*

Though narrow necks are found on bottles,
see inside the sails unfurled.

Spreading masts and yards so lofty,
in this tiny curving world.

Spidery rigging, blocks and pulleys,
detailed flags fly high above.

The old sailors lasting tributes,
to the vessels that they loved.

Many hours of skill and patience,
go into the craft you see.

To remind him of her glory,
when she sailed upon the see.

When the sailor he stops sailing,
than he has a lot of time.

So he mares poetry in bottles,
like the ancient mariners rime.

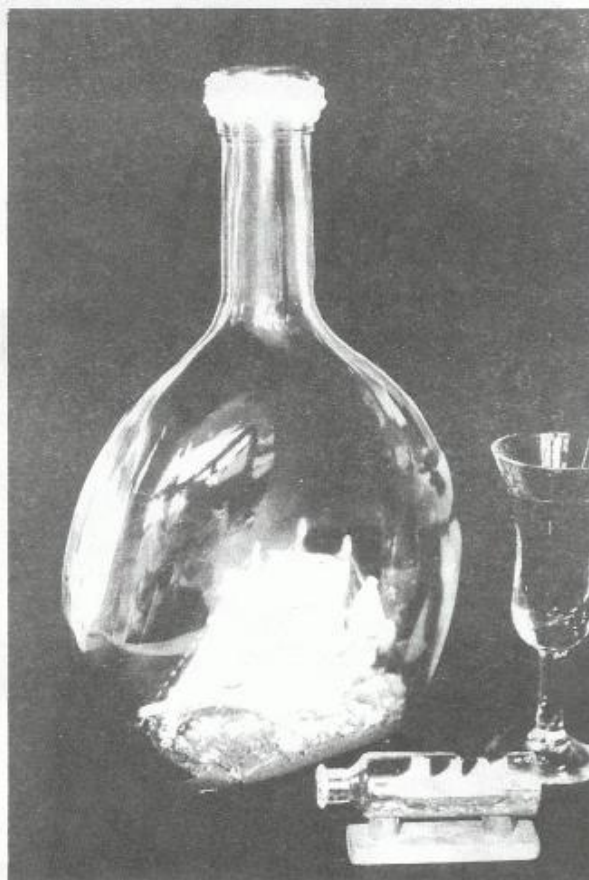
So salute the ships in bottles,
and the hands that built them there.

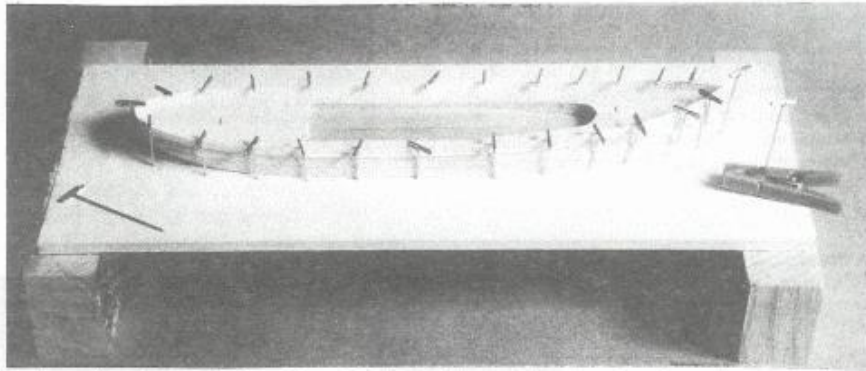
Though it started as a pastime,
it's a beauty we can share.

Photo at Right was sent in by
Harold Hunston of Sheffield,
England. The three masted
barque in a Brandy bottle next
to a full rigger in an insulin
bottle, next to a taste of the
????? in a glass.

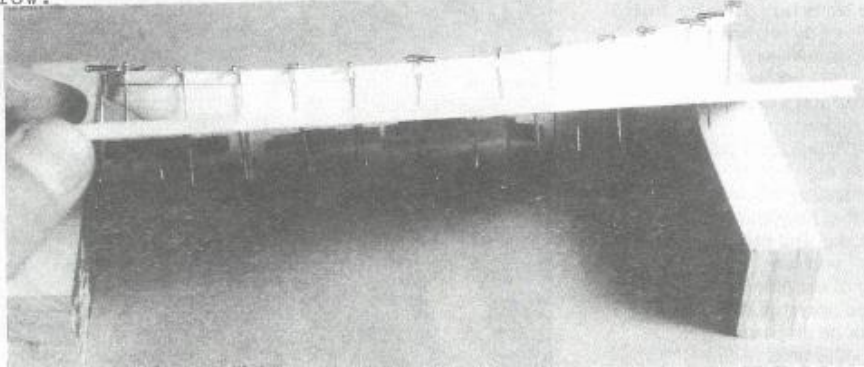
Don Hubbard take note!!!

Harolds zip code has changed from S30 5TN to -S36 2TN. Glad to hear that
your sight problem is controllable.

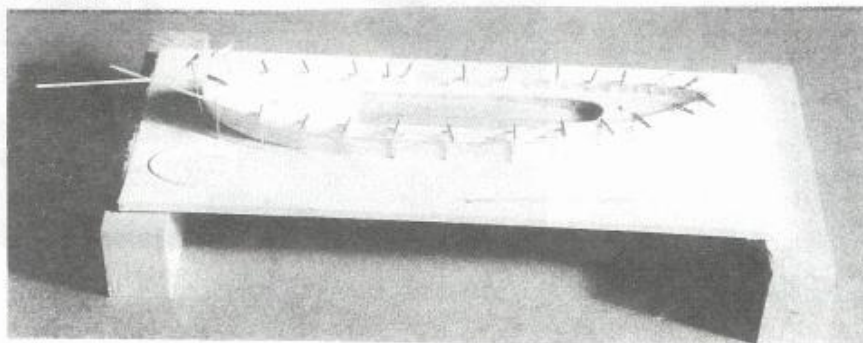


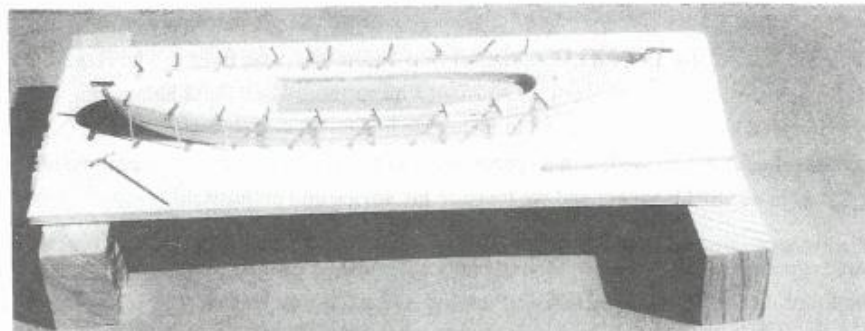


Charles Hand sent in the following method of clamping a styrene strip bulwark cemented to a separable styrene deck clamped with quilting pins through a foam board with plastic clips gripping beneath. Side view below.

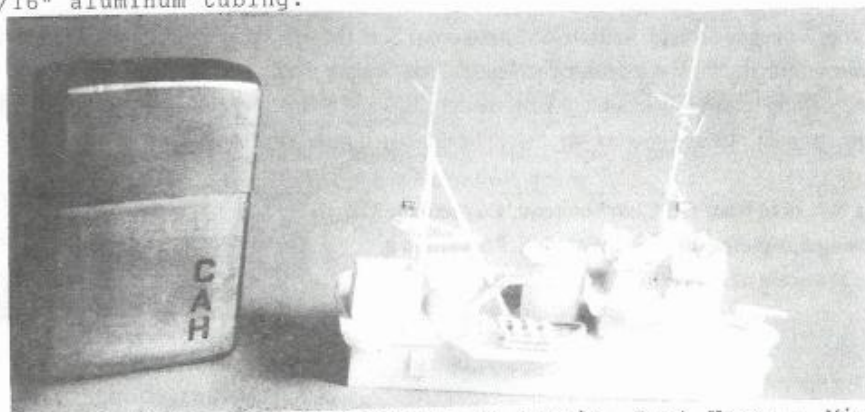


Below, using the same clamping method to cement cap rail atop bulwark. Rail was 7 pieces including shaped piece from sheet (sitting on board) to fit stern.

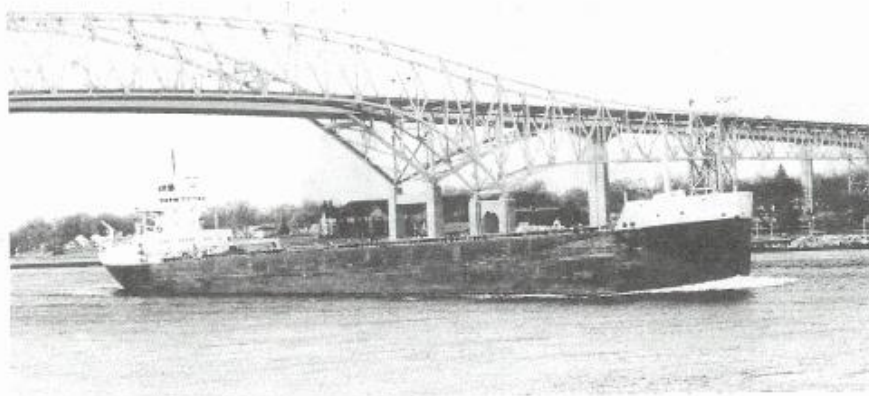




Above, completed cap rail atop bulwark. Below, Upper cabin. etc. mostly styrene. Searchlights on mast platforms and sides if inflatable boat are 1/16" aluminum tubing.



Below from Joe Barr, the "Cartierdoc at Sarnia, Port Huron , Michigan November 23, 2001. Thanks Joe, brings back memories from conference.



NOTES FROM THE MEMBERSHIP CHAIRMAN

by

Don Hubbard

The Dutch SIBA was long under the direction of Bob de Jongste, who lives in The Hague. He has been an active bottler for years but on 30 August he suffered a sub dural hematoma. He spent 10 days in hospital before being released to home. He had no speech ability at first but this is slowly coming back. We all wish him a speedy and full recovery. He has long been one of the driving forces in our SIB business and we treasure his advice and enthusiasm.

If you are searching for additional modeling plans write to The Oregon Maritime Center & Museum Store, 115 SW Ash, Suite 400-C, Portland, OR 97204. Request a copy of their plans list and be certain to send a self-addressed stamped envelope. They not only have plans for ships, but also four Oregon lighthouses

One Tom Sweeney (e-mail: motbin968@msn.com) Sent the following message which I include for your information: 'I am opening a Nautical Art Gallery in Minnesota. I am interested in anyone willing to offer their scratch built model ships and boats (an nautical art)for direct sale or on consignment'. Please contact Mr. Sweeney directly if interested.

Had a nice note from **Gil Charbonneau, Edgcomb, ME** enclosing this picture of the Benjamin F. Packard in a bottle at a scale of 1 inch to 35 feet. Completed March 2002.



Benjamin F. Packard by Gil Charbonneau

Herb Manley, Vernon-Rockville, CT has also been busy. His schooner in a 1 ½ liter bottle is shown below. The gnome? Herb's question was, 'The gnome has his hands on either side of the cork sealer. Has he just completed the model and is fastening the seal, or is he up to some sort of mischief and attempting to remove the seal? Your call!

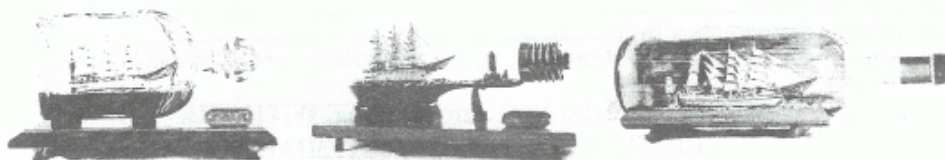


Model by Herb Manley

One of our new members, **Jim Goodwin, Charlotte, NC** sent me several pages of pictures of his fine bottled models. One of them is shown alongside. Many thanks for sharing. Jim's e-mail address is sledyard@carolina.rr.com.



The three masted schooner, Crissie Wright



Two months ago I received both a letter and a CD full of photos of his models from a Polish builder, Kazimierz Dopke. He began building SIB in 1971 and has been a prize winner in several Polish modeling competitions. One look at his models and you can see why.

It is always great to meet another builder in another country with the same interests as we have. Ours is truly an international art, and one that we can be proud of. For anyone who wishes to contact him, his address is: Chylonska 33/31, 81-064 Gdynia, Poland

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PHONE: (423) 46-7063

Alongside you will find the results of my request for SIB business cards. Thanks one and all for responding. If any of the rest of you have cards to share please drop them in an envelope and mail to me at: Don Hubbard, P.O., Box 180550, Coronado, CA 92178. Finally, if I have failed to answer any letters or e-mails in the past month it is because Kay and I enjoyed a two week trip to Italy. We survived the driving and roamed the countryside enjoying the people, the sights, the food and the wine. Ciao for now! Don Hubbard

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Thank you for your query:

The **Ships-In-Bottles Association of America** (S.I.B.A.A.) is one of several affiliated ships-in-bottles associations throughout the world. All share the common goals of promoting the traditional nautical art of building ships-in-bottles through the exchange of ideas, and the hope of advancing the cause of international good will by sharing mutual interests.

While our title indicates that we are an American organization, we have members as far afield as New Zealand, Australia, India, Japan, many European countries, as well as throughout the U.S. and Canada.

Our Journal, **THE BOTTLE SHIPWRIGHT**, is published quarterly and introduces ideas of ship-bottling submitted by our diverse and talented membership. The Journal also contains news of our bi-annual conferences in various parts of the country, competitions and exhibits, articles about bottling ships, photos of member's works, modeling plans and other material related to the art. As a result of the Association many members correspond with one another throughout the world and many new and close friendships have been formed.

We would like to invite you to join us. Current dues are \$25.00 in U.S. currency, and checks should be made out to S.I.B.A.A. Please send to:

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Please briefly indicate your interest and experience with bottled ships: _____



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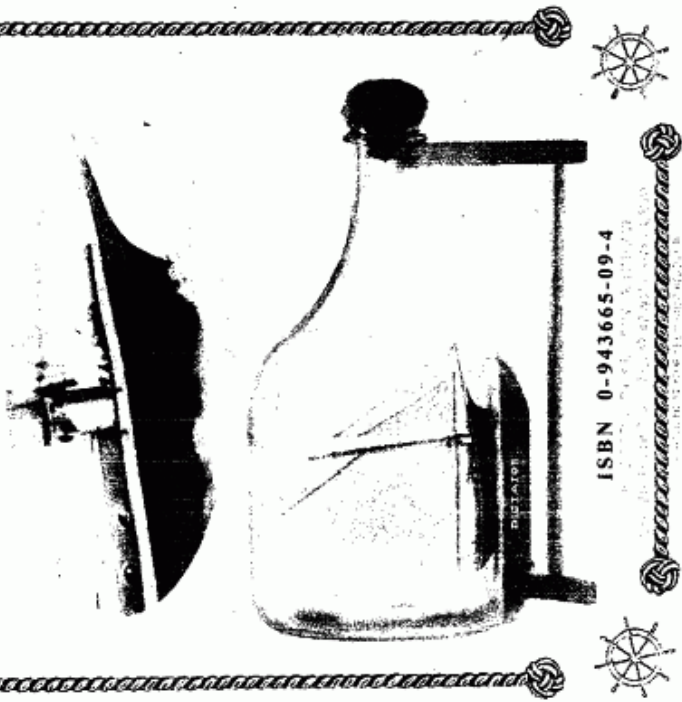
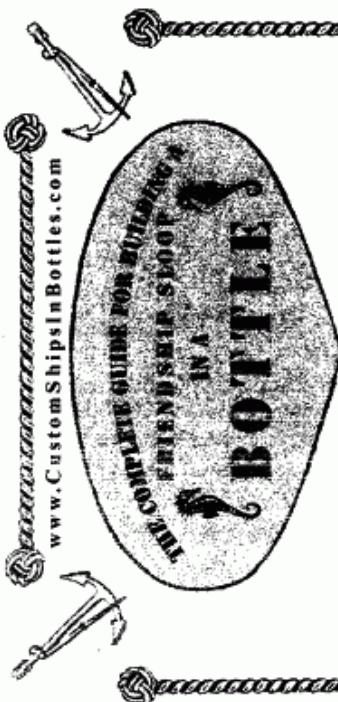
Gil Charbonneau is known by his peers and collectors for the quality of his more than 80 ships in bottles. *The National Geographic World, Yankee Magazine, Down East, Colonial Homes, Traditional Homes, Seaways' Ships in Scale, Off Shore, Sailing, The Bottle Shipwright, and The New York Times* have all featured his work. His art has been part of the Discovery Channel's "Tales of Wood & Water", "The American Trail", The P.B.S. hit "Reading Rainbow" with Laver Burton, the C.B.C. program "Land & Sea" and most recently the popular C.B.S. "Travels With Harry" with Harry Smith and "Sunday Morning" with Charles Osgood.

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Herb Manley of Vernon, Connecticut sent in the two photos below of two SIB's he found in an Antique Fléa Market.

Above, a three masted ship in a $\frac{1}{2}$ gallon bottle. The sails are starched cloth with a painted sky background. Printed on the cap "American Distilling Co. Packin, Ill. It was exported to Germany and adopted by a left handed ship bottler. Then back to the USA.

Below, a two masted schooner on a clay sea with pulled cotton here and there for sea spray. Bouyes port and starboard and whale dorsil fins showing, also dolphins frolicking. Inside near the neck is a piece of paper with the name "Hope Leslie-1886". Also covering the neck as part of the seal is a coin " Elizabeth II, Australia, 1967. Upon closer examination the artist's name is engraved with the date built. "Bill Stamps 1982". A perfect example of why it is important to put as much info. or at least initial your work with the country and date . Thanks Herb.

